



985 Michigan Avenue Acquisition and Alteration Prospectus Detroit, MI



Building Profile:

Year Built:	1995
Rentable Square Feet:	435,312
Usable Square Feet:	378,533
Structured Parking:	852
Vacant Space (Current):	125,677 usf (33%)
Vacant Space (After Project):	22,720 usf (6%)
Number of Personnel (Current):	850
Number of Personnel (After Project):	1,528
Utilization Rate (Current):	297
Utilization Rate (After Project):	150

Background:

The building located at 985 Michigan Avenue was constructed in 1995 as a build-to-suit lease for the Internal Revenue Service and the agency remains the sole tenant at this location. The asset is an 886,000 gross square foot facility which includes a 10-story 435,000 rsf office building, a 3-story heating and cooling plant, and a 10-story parking garage with approximately 850 parking spaces. The House Committee on Public Works and Transportation instructed the General Services Administration to include a purchase option as part of the lease acquisition process. The lease included a \$1 purchase option at the expiration of the lease. The purchase option was exercised on September 17, 2014 and transfer of ownership occurred on April 16, 2015.

IRS has consolidated its computing operations nationally. The computing function for which the building was constructed is no longer housed at this location. The print operation that is currently housed in this building will be relocated to less expensive industrial type space in the Detroit area. Furthermore, IRS has implemented new reduced space standards, which has resulted in an additional decrease in the agency's space needs in Detroit. The significant reduction in IRS's footprint affords the federal government the unique opportunity to relocate federal agencies from leases into federally-owned space.



Project Overview:

The Region has proposed a capital project to consolidate federal agencies at 985 Michigan Avenue and upgrade the building systems. The consolidation of federal agencies will allow the Government to decrease reliance on leased space, optimize inventory, improve space utilization for federal agencies, and reduce its environmental footprint. The Government will achieve savings due to lease cost avoidance of approximately \$13M per year. Prior to the acquisition of 985 Michigan, 50% of the Detroit inventory was owned and 50% was leased. Upon completion of this project, 70% of the Detroit inventory will be owned and 30% will be leased.

The building's systems will be renovated to extend the asset's service life, reduce energy consumption and operating expenses, and ensure long-term occupancy of federal tenants. The asset's energy usage was 255,523 BTU/gsf as of January 2015. The energy usage goal upon completion of the prospectus project is 36,500 BTU/gsf. The prospectus will strive to achieve LEED Gold.

Proposed Budget:

Estimated Total Project Cost = \$87,028,000
Design (FY2015) = \$8,227,000
Estimated Construction Cost (FY17 request) = \$73,254,000
Management & Inspection (M&I) (FY17 request) = \$5,547,000

Proposed Schedule:

Design: FY15 Start, FY17 Completion
Construction: FY17 Start, FY19 Completion (assuming construction funds are appropriated in FY17)

Status:

The region received approval from the Commissioner's office to purchase the asset on September 10, 2014 and exercised the purchase option on September 17, 2014. The closing occurred on April 16, 2015.

The request for design and construction funding for the consolidation and infrastructure improvement project was originally included in the proposed FY15 President's budget; however, only design funding was included in the FY15 spend plan. Design was authorized by the House Committee on Transportation and Infrastructure on July 16, 2014 and the Senate Committee on Environment and Public Works on April 28, 2015.

Design will be awarded in September 2015. The request for construction is anticipated to be submitted for FY17 funding.

The Region is working with all impacted agencies to refine long-term space requirements and secure signed Occupancy Agreements.

Subject: R5 Backup Stuff

From: Gina Gilliam - ZBA <gina.gilliam@gsa.gov>

Date: 2/19/2015 9:58 AM

To: Gina Gilliam <gina.gilliam@gsa.gov>

CONTACTS

Function	Point of Contact	Email	Office Phone	Cell
Regional Administrator	Ann P. Kalayil	ann.kalayil@gsa.gov	312-353-5395	
Public Affairs Backup (Nov. 10-14)	Gina Gilliam	gina.gilliam@gsa.gov	215.446.4909	215.356.7534
Press Shop Liaison	Jackeline Stewart-Johnson	jackeline.stewart@gsa.gov		202.658.9784
Media Relations Liaison- PBS	Jennifer Enyart, Chief of Staff	jennifer.enyart@gsa.gov	312-886-5574	312-339-7301
Media Relations Liaison- FAS	Anne Mesch, Deputy Regional Commissioner	anne.mesch@gsa.gov	312-886-3478	312-209-0236
Special Assistant/Congressional Affairs Backup	Barisa Meckler	barisa.meckler@gsa.gov	312-353-0720	
Regional Administrator's Office	Courtney Ward	courtney.ward@gsa.gov	312-353-5395	

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5. In responding to reporter, please copy me on response for my files.

OPEN MEDIA INQUIRIES

- None!

PENDING NEWS STORIES

- None
- Inquiries about the New International Trade Crossing (NITC), please work with Jackeline.
 - R5 POC: Jennifer Enyart, Don Melcher
 - DHS issued a press release; Cat has emailed a copy to Gina

ISSUES/ACTIVITIES

None that should arise (I hope)

REGION 5 MEDIA LISTS

On Google drive:

<https://drive.google.com/a/gsa.gov/?usp=folder#folders/0B175WWBn5WRSZjJKeVhpS1gzV1U>

<http://www.dhs.gov/news/2015/02/18/dhs-announces-new-international-trade-crossing-0>

DHS Announces New International Trade Crossing

Release Date:

February 18, 2015

For Immediate Release
DHS Press Office
Contact: [202-282-8010](tel:202-282-8010)

WASHINGTON – Today, the United States, Canada, and the State of Michigan concluded and signed an arrangement regarding the staffing and operation of the U.S. customs plaza at the proposed New International Trade Crossing (NITC) linking Detroit, Michigan and Windsor, Ontario. This arrangement results from several months of productive discussions among the U.S. Department of State, U.S. Customs and Border Protection (CBP), the U.S. General Services Administration (GSA), the State of Michigan, the Windsor-Detroit Bridge Authority (WDBA), and Transport Canada. Under the terms of the arrangement, the U.S. customs plaza will be procured as part of the NITC public-private partnership (PPP) that will finance, design, construct, operate and maintain the rest of the project. The costs of the NITC project will be repaid from future toll revenues.

The United States has supported the construction of the NITC throughout the development process. During this time, it has granted numerous approvals for the project, including issuance of a Presidential permit for construction. The United States will continue to support NITC as it is built and following its completion. For example, the United States estimates that first-year operations and staffing will require an approximately \$100 million investment with an ongoing annual requirement of \$50 million in annual staffing costs.

The United States and Canada are vital economic partners and steadfast friends. Canada is the largest trading partner of both the United States and the State of Michigan, and many U.S. and Michigan jobs depend on the vitality of U.S.-Canada trade. The Detroit-Windsor Corridor is the largest commercial crossing along the U.S. border with Canada. In 2014, annual trade in goods alone through all Ports of Entry between Canada and the U.S. was approximately \$658 billion, and over one quarter of those trade flows relied on the Detroit-Windsor corridor.

This PPP reflects an innovative approach to developing the needed transportation capacity. It will energize the continued turnaround of Detroit and the ongoing prosperity of the State of Michigan and the U.S. by providing jobs, modern infrastructure, and greater security. These commitments represent progress on the U.S. Canadian “Beyond the Border Initiative,” whereby our leaders committed to pursue creative and effective solutions to manage the flow of traffic between the United States and Canada and ensure that border crossings have the capacity to support the volume of commercial and passenger traffic inherent to economic growth and job creation on both sides of the border. The arrangement announced today ensures that we can continue to build momentum on this

much-needed trade and transportation link.

For more information, visit www.dhs.gov.

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Rosanna

5-1227



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STAY CONNECTED

Subject: Fwd: pre-brief call for Detroit

From: Billy James - 5P2T <bill.james@gsa.gov>

Date: 5/6/2015 11:06 AM

To: Andrew Heller - PT <andrew.heller@gsa.gov>, Diane Campanile - PTASB <diane.campanile@gsa.gov>

CC: Vanessa Zahora - 5P2TA <vanessa.zahora@gsa.gov>

You may be aware, but if not wanted to alert you to the 5/7 visit to Detroit from Chairman Barletta. He wants to see 985 Michigan and Levin. Also we will be briefing him on our Michigan Port of Entries. He will also be meeting on Friday with Chief Judge Rosen. Vanessa Zahora, and a few folks from the field will join me as the tour guides for this event.

(b) (5)

Congressional Affairs has been looped in. We have a meeting at 4:00 cst today with Nate to discuss. I will let you know how the trip goes.

----- Forwarded message -----

From: Vanessa Zahora - 5P2TA <vanessa.zahora@gsa.gov>

Date: Tue, May 5, 2015 at 5:03 PM

Subject: Re: pre-brief call for Detroit

To: Billy James - 5P2T <bill.james@gsa.gov>

Cc: Barisa Meckler - 5A <barisa.meckler@gsa.gov>

Barisa,

Attached are the 3 fact sheets for: 985 Michigan Ave, Levin and NITC. These can be passed along as read aheads.

I'm also attaching the slides for the LPOE presentation. Since we didn't get much direction on these, I hope they are what the House staff is looking for. The slides probably don't make much sense to share with the Congressman since I'll be elaborating on the bullet points during the presentation. I also included 2 slides at the end, one for the 985 Michigan project, and one for the Levin project, just in case they are needed. However, I had envisioned that we would talk through these projects while touring each building.

Please let me know if you need anything else.

Thanks!

Vanessa Zahora

Asset Manager

Portfolio Management Division

U.S. General Services Administration Public Buildings Service
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230 S. Dearborn, 35th floor
Chicago, IL 60604
[\(312\) 353-5429](tel:(312)353-5429) office
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vanessa.zahora@gsa.gov

On Tue, May 5, 2015 at 2:31 PM, Billy James - 5P2T <bill.james@gsa.gov> wrote:

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On Tue, May 5, 2015 at 2:12 PM, Barisa Meckler - 5A <barisa.meckler@gsa.gov> wrote:

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Also I still have not heard back from Chairman Barletta's staff on the few last questions.

I have been in contact with Sylvia and she is updating the agenda that I have started, since she has a better idea of how long each tour should be as well as the distance to and from each place. I will look at your calendars and see when we can fit in a pre-brief call. Thank you and I am sorry that this has become such a busy agenda.

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Barisa Meckler
Special Assistant to the Regional Administrator
U.S. General Services Administration
Region 5
[\(312\) 353-0720](tel:(312)353-0720)

--

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Director, Portfolio Management Division
GSA, PBS
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Chicago, IL 60604
(P) [312-886-1925](tel:312-886-1925)
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--

Bill James
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— Attachments: —

New International Trade Crossing.docx	504 KB
Theodore Levin Courthouse Project Fact Sheet.docx	123 KB
985 Michigan Ave Project Fact Sheet.docx	118 KB
Land Ports of Entry.pptm	4.6 MB

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From: Gina Gilliam - ZBA <gina.gilliam@gsa.gov>
Date: 6/11/2015 4:18 PM
To: Gina Gilliam <gina.gilliam@gsa.gov>

fyi

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Regional Public Affairs & Communications Manager

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From: **Gina Gilliam - ZBA** <gina.gilliam@gsa.gov>
Date: Thu, Feb 19, 2015 at 9:58 AM
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DHS Announces New International Trade Crossing

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DHS Press Office
Contact: [202-282-8010](tel:202-282-8010)

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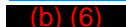
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Rosanna

5-1227



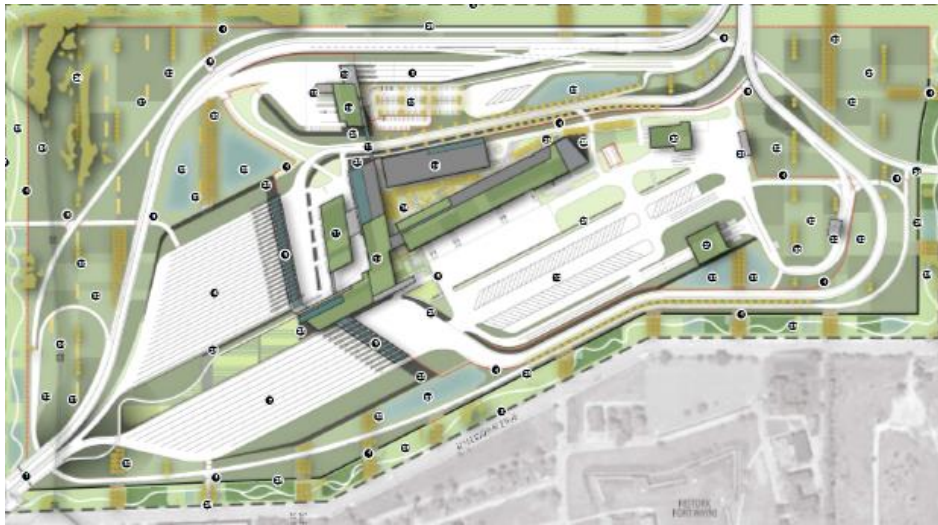
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STAY CONNECTED

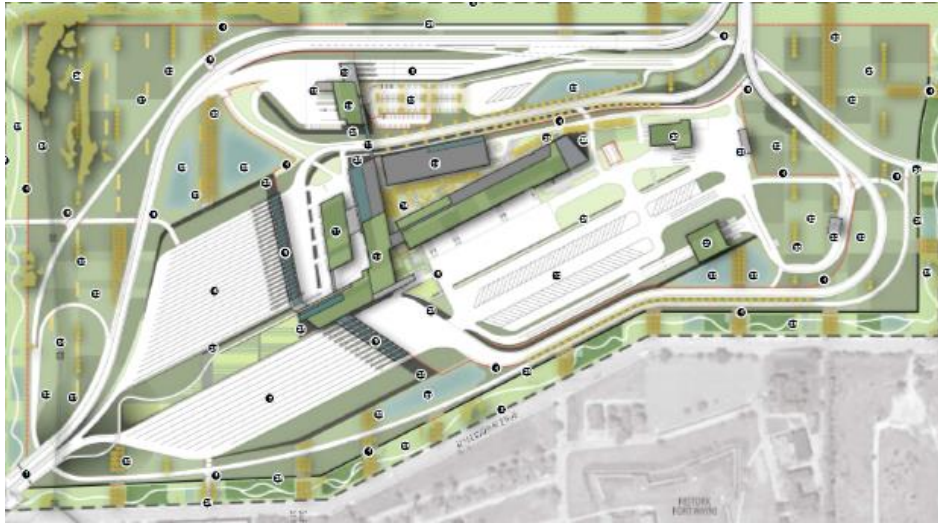


New International Trade Crossing (NITC)



- Planned Project
 - New Canada/U.S. border crossing over the Detroit River including U.S. and Canadian Land Ports of Entry
- Schedule (provided by Transport Canada)
 - Site Acquisition, Utilities Relocation (2013-2015)
 - RFP (2015)
 - Design and Construction (2015-2020)
 - Project Completion (2020)
- Budget
 - Entire Project: \$2B, U.S. Land Port of Entry: \$313M
 - International Crossing Authority will pay for the design, construction and operation of the U.S. plaza, and will be reimbursed via tolls

New International Trade Crossing (NITC)



□ Status (Continued)

- Agreement signed by Michigan and Transport Canada to build 2nd bridge on 6/15/12
- Presidential Permit Granted in April 2013
- U.S. Federal Plaza Arrangement was signed by the U.S., Canada, and the State of Michigan in February 2015
- Pre-Design & Programming Report was completed December 2014
- RFQ will be issued May 2015, short-list notification will occur in December 2015
- RFP will be released in December 2015
- RFP will close in July 2016
- P3 selection notification will occur in December 2016

Ambassador Bridge



- Ambassador Bridge - Leased Land Port of Entry
 - ▣ Current Leased RSF: 387,865
 - ▣ Annual Rent: \$2.06M
 - ▣ Tenants: U.S. Customs and Border Protection ,
 - ▣ Lease expires 6/30/2015, 9/30/2024



Cargo Inspection Facility



- Owned Land Port of Entry
 - ▣ Years Built: 1994 - 2014
 - ▣ Current RSF: 84,384
 - ▣ 5 buildings, one of which was constructed by U.S. Customs & Border Protection
 - ▣ FY14 Funds from Operation (FFO): \$4.6M
 - ▣ Tenants: U.S. Customs & Border Protection, Food and Drug Administration, USDA Animal and Plant Health Inspection Service, Brokers
- Ongoing Projects
 - ▣ Seizure Vault
 - ▣ Water Supply Project

Detroit Tunnel



- Detroit Tunnel - Leased Land Port of Entry
 - ▣ Current Leased RSF: 29,188
 - ▣ Annual Rent: \$3.27M
 - ▣ Tenants: U.S. Customs and Border Protection
 - ▣ Lease expires 12/31/2020



Blue Water Bridge Land Port of Entry



- Leased Land Port of Entry
 - ▣ Current Leased RSF: 28,093
 - ▣ Annual Rent: \$832,000
 - ▣ Tenants: U.S. Customs and Border Protection (CBP), Fish & Wildlife, Food & Drug Administration
 - ▣ Lease expires 10/31/2016
 - ▣ 4th busiest United States / Canada Land Port of Entry, 2nd busiest commercial crossing point
- History of Proposed Port Expansion
 - ▣ 2009: GSA completed a Feasibility Study to expand the Inspection Facility footprint by 46 acres
 - ▣ June 2010: CBP revised its Program of Requirements, which reduced the proposed layout to 16 acres.
 - ▣ 2011: Blue Water Bridge improvements were included in the "Beyond the Border Action Plan."
 - ▣ 2013: Project was put on hold due to budgetary constraints

Sault Sainte Marie Land Port of Entry



- Owned Land Port of Entry
 - Year Built: 2005
 - Current Owned RSF: 63,597
 - FY14 Funds from Operation (FFO): \$1.7M
 - Tenants: U.S. Customs & Border Protection, Food and Drug Administration
- American Recovery & Reinvestment Act Project
 - \$710,000 was provided for a high-performing green roof
- Ongoing Investment is required due to harsh winter conditions and 24/7 operations

Theodore Levin Courthouse Renovation Project



- Scope: Systems Renovation
 - HVAC System, Fire and Life Safety System, Electrical System, Elevators, Plumbing System, Interior Construction
 - Courthouse Security Standards are not included in scope
- Schedule
 - Design (FY14)
 - Phase I Construction (FY14)
 - Phase II Construction (FY15)
 - Phase III Construction (FY16)
 - Project Completion (FY20)
- Budget
 - ETPC: \$140,291,000

985 Michigan Ave Acquisition and Infrastructure & Lease Consolidation Project



- Building purchased for \$1 in April 2015
- Fair Market Value: \$17M
- Capital Project Proposal
 - ▣ Scope
 - Extend asset's useful life and consolidate Detroit leases in federal space
 - ▣ Schedule
 - FY15 Design, FY17 Construction, FY19 Completion
 - ▣ Budget
 - ETPC: \$87,028,000
 - ▣ Lease Cost Avoidance
 - \$13M
 - ▣ Real Estate Taxes for 985 Michigan
 - \$1,970,000

New International Trade Crossing Detroit, MI



Background:

The Detroit-Windsor frontier is the busiest commercial North American border crossing, carrying more than 25% of all United States–Canada trade (approximately \$2B per day), virtually all of it crossing the border via the existing Ambassador Bridge. United States and Canadian transportation agencies at the Federal and state/provincial levels led the studies to evaluate the need for a new international crossing between the United States and Canada in southeastern Michigan.

The purpose of the New International Trade Crossing (NITC) is to:

- Provide safe, efficient and secure movement of people and goods across the U.S.-Canadian border to support the economies of Michigan, Ontario, Canada and the United States.
- Support the mobility needs of national and civil defense to protect the homeland.
- Provide new border crossing capacity to meet long-term demand.
- Improve highway system connectivity to enhance the seamless flow of people and goods.
- Improve inspections operations and processing capacity to accommodating the flow of legitimate trade and travel.
- Provide reasonable and secure crossing options and resiliency of the border in the event of incidents, maintenance, congestion or other disruptions.



The Final Environmental Impact Statement (FEIS) identifying the preferred alternative of the Study was signed by the Federal Highway Administration (FHWA) on November 21, 2008 and by GSA on November 25, 2008. A Record of Decision (ROD) recommending furtherance of the selected preferred alternative for the new international crossing including a 160 acre U.S. plaza was issued January 14, 2009.

In 2009, GSA completed a Feasibility Study to support a lease prospectus submittal for a new U.S. Land Port of Entry (LPOE) of approximately 251,796 square feet facility on an approximately 80 acre inspection plaza at a cost of \$265M (rounded down to \$250M in press reports). The Feasibility Study was amended in 2010 to include considerations for a federally-owned facility.

In 2010, GSA began pre-design, programming, and concept study activities for the new U.S. LPOE. However, that effort was suspended when Customs and Border Protection (CBP) announced that a new Program of Requirements (POR) for their space and facility needs was being developed. CBP provided a new draft POR in December 2012 to restart pre-design and programming activities, and provided the final approved POR in February 2014, which was further amended in December 2014.

Project Overview: Creation of a new Canada/U.S. border crossing over the Detroit River, and U.S. and Canadian Land Ports of Entry with end-to-end connections to each nation's freeway system. This new border crossing project has been identified by Canada as its highest priority public works project.

Proposed Budget: Entire project estimate: approximately \$2B
U.S. Land Port of Entry: approximately \$313M

Proposed Schedule: Site Acquisition (2013-2015)
Utilities Relocation (2013-2015)
Request for Proposal (2015)
Design and Construction (2015-2020)
Project Completion (2020)



Status:

On June 15, 2012, an inter-local agreement was signed by the State of Michigan and Government of Canada to move the new international crossing forward. The inter-local agreement called for the creation of the Windsor-Detroit Bridge Authority (WDBA) to be the operations and management entity of the new international crossing under the direction of a six member bi-national governance board. Transport Canada (TC) acted as the agent for the Government of Canada in advancing Canadian activities including strategizing with the State of Michigan regarding components of the new international crossing in the U.S. until the WDBA was established. The board members and executive director were appointed in July 2014.

On April 11, 2013, the Department of State issued the Presidential Permit approving the new border crossing. The project plan included in the Presidential Permit calls for the creation of a bi-national "International Crossing Authority" who would have overall governance responsibility. The implied intent of the "Crossing Authority" is to award a single contract to a "Concessionaire" who will be responsible for the design, construction and operation and maintenance of the entire new international crossing from the I-75 interchange (on the U.S. side), the U.S. plaza, including the new LPOE, the new bridge over the Detroit River, and the Canadian plaza, including Canadian inspections facilities.

On May 30, 2014, the Michigan Department of Transportation received a permit for a new bridge crossing navigable waters of the Detroit River from the U.S. Coast Guard.

Ontario Ministry of Transportation began construction of the Right Honorable Herb Gray Parkway to connect Highway 401 to the new Canadian plaza and Land Port of Entry – a portion of this road opened to traffic on March 27, 2013.

An "Interagency Working Group" of top-level management from GSA, Department of Homeland Security/Customs and Border Protection, Department of Transportation, Department of State and Office of Management and Budget convened on a periodic basis to strategize the position of the U.S. federal government as it concerns the New International Trade Crossing. Discussions between the Interagency Working Group and the Government of Canada had initially indicated that there is no clear understanding as to how the U.S. LPOE would be financed. Continuing discussions led to the development of a non-binding "Arrangement" that the U.S. LPOE would be included in the procurement of a Public-Private Partnership (P3) "concessionaire" who would be responsible for the financing, design, construction, operation and maintenance of the new international border crossing system in



its entirety between the terminus of the Right Honorable Herb Gray Parkway in Windsor, and I-75 in Detroit. The "Arrangement" was signed by all parties in February 2015.

The "Arrangement" describes land leases between WDBA and Michigan, and Sub-leases, including buildings, between WDBA/Michigan and GSA, as well as roles and responsibilities of the signatory agencies.

The pre-design, programming, and concept studies project team, led by GSA Region 5, its Architect/Engineer (A/E) consultant, CBP, Food and Drug Administration (FDA), U.S. Department of Agriculture-Animal and Plant Health Inspection Service /Veterinary Services (USDA-APHIS/VS), and U.S. Department of Interior Fish and Wildlife Service (FWS) became known as the "Technical Working Group" by the Interagency Working Group. Beginning in July 2013, the Technical Working Group met on a bi-weekly schedule via WebEx, with in-person Workshops approximately every six weeks, to develop a concept design report for the proposed new U.S. LPOE. The final report was completed in December 2014. Following full execution of the U.S.-Canada "Arrangement", GSA transmitted the final report to WDBA and TC on February 19, 2015.

In January 2015, the WDBA awarded a General Engineering Consultant (GEC) contract. The GEC will prepare scopes of work and procurement documents for the P3 and other engineering services. Property acquisition for plazas in Canada and Michigan continues and site clearing has begun on those parcels that have been acquired. WDBA and its GEC are establishing various "Task Forces" to focus on specific issues for project design and acquisition activities.

On January 22, GSA, CBP and Canada Border Services Agency (CBSA) met for an initial comparison of the respective agency's Program of Requirements (POR) in preparation for a workshop to be attended by CBP, CBSA, TC, WDBA, and GSA. This workshop took place March 5-6 at which overall project goals, roles and responsibilities, and discussions of inspection services needs were discussed. Also discussed were agency roles in collaborative development of procurement documents, participation on various "task forces", and further comparison of PORs. WDBA is developing a detailed project schedule. Next workshop is scheduled for the week of May 18 in Windsor.

On April 9, GSA and CBP conferred with WDBA on the cost estimate for the U.S. LPOE. Of concern was how this 2014 cost estimate compared against the 2009 cost reported in the press. It was noted that the 2009 estimate escalated to the same point in time as the 2014



estimate yields approximately the same cost.

On April 20, a standing teleconference schedule was established including GSA, CBP, WDBA, TC, CBSA, MDOT. In addition to this call, the R5 team meets internally and with CBP on a weekly basis. On May 5-6, the General Engineering Consultant will be conducting a risk workshop to cover financial, legal, environmental, and technical risks with participation from those technical teams as well as WDBA executives.

On April 28, GSA and CBP met with WDBA in Detroit to review the draft Request for Qualifications (RFQ) solicitation documents. Following a similar exercise with CBSA and TC, WDBA intends to issue the RFQ in May 2015 with responses due in September to develop the shortlist of qualified firms.



Theodore Levin U.S. Courthouse Alteration Prospectus

231 Lafayette Boulevard, Detroit, MI



Building Profile:

Year Built:	1934
Rentable Square Feet:	631,871
Usable Square Feet:	396,097
Vacant Space:	20,833 usf (5%)
Number of Personnel:	497
Office Utilization Rate:	397
Number of Courtrooms:	24
Number of Judges:	27 (20 District, 4 Magistrate, 3 Court of Appeals)

Building Listed on the National Register of Historic Places as a Contributing Property to the Historic District.

Background:

The historic 772,000 gross square foot Theodore Levin Courthouse was constructed in 1934 and serves as the headquarters for the District Courts for the Eastern District of Michigan. In recent years, the Courthouse has experienced electrical outages, failures of the mechanical system, elevator outages, and frequent flooding from pipe ruptures, resulting in major disruptions to tenant agencies' mission execution. Major building systems are well beyond their useful lives, do not comply with current codes, and are inefficient and difficult to maintain. Fire and life safety systems are outdated and egress pathways are inadequate. Public restrooms do not comply with accessibility requirements and the current configuration of the basement loading dock area prevents the delivery of materials during normal business hours. The building's freight elevator is undersized, which makes the transport of materials throughout the building very inefficient.



Project Overview:

The region is undertaking a multi-phase project to correct serious building deficiencies. The project includes replacement of the heating, ventilation and air conditioning (HVAC), electrical, plumbing, elevator and fire life safety systems. Hazardous materials will be abated as required to perform the work.

Phase I (FY2014) includes the replacement of chillers, addition of fire safety stair in the light court and freight elevator tower, addition of Ft. Street stair corridor, and basement loading dock improvements required to facilitate deliveries throughout the multi-phase project. Phase II (FY2015) includes replacement of the fire alarm, electrical distribution, perimeter fan coils, and passenger elevators. Phase III (FY2016 request) includes replacement of components of the heating, ventilation and air conditioning and plumbing systems. Probation will need to relocate from the 9th and 10th floors during Phase III to provide the proper swing space for tenants during construction.

Proposed Budget:

Estimated Total Project Cost = \$140,291,000

Total Design (FY2014) = \$10,200,000

Total ECC (FY2014, FY2015, FY2016 request) = \$119,550,000

Total Management & Inspection (FY2014, FY2015, FY2016 request) = \$10,541,000

Proposed Schedule:

Design: FY14 Start, FY16 Completion

Construction: FY15 Start, FY20 Completion

Status:

\$31,000,000 for the design of the entire project and construction for Phase I was appropriated in FY14. Design was awarded on September 29, 2014. Construction funding for Phase II (\$40,499,000) was authorized by the House Committee on Transportation and Infrastructure on July 16, 2014 and the Senate Committee on Environment and Public Works on April 28, 2015.

The final concept design submittal was issued to GSA for review in early April 2015 and a second Peer Review occurred at the end of April. The Commissioner's Presentation is scheduled for May 2015. Construction will begin in September 2015.

Funding for Phase III (\$68,792,000) is currently in the proposed FY16 President's Budget.